

Intimations.

W. BOFFEY & Co.,

TAILORS,

2, D'AGUILAR STREET.

Have an entirely NEW STOCK OF WOOLLENS to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BRICKS and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896.

[147]

THE YOKOHAMA SPECIE BANK, LIMITED.

(Incorporated in Japan under the authority of Imperial Ordinance No. 89 dated the 6th day of the 7th Month of the 20th Year of Meiji.)

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL....." 5,450,000
RESERVE FUND....." 5,010,000Head Office—
YOKOHAMA, JAPAN.Branches and Agencies—
KOBE, LONDON, NEW YORK, LYONS,
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI.London Branch—
120, BISHOPSGATE STREET, WITKIN.The London Bank of London, Ltd.,
THE LONDON JOINT STOCK BANK, LTD.,
THE PARROT BANKING CO. and the ALLIANCE
BANK, LTD.Shanghai Agency—
No. 21, THE BUND.
No. 6, PRAYA CENTRAL and ICE HOUSE
STREET.DRAFTS granted on all the Principal Places
in JAPAN and CHINA, and on the Principal
Commercial Centres in EUROPE, INDIA
and AMERICA, and every description of Exchange
Business Transacted.NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896.

NOTICE.

UNDER the Authority of the Directors and
with the Sanction of the Japanese
Minister of State for Finance, I have this Day
OPENED an AGENCY of the above BANK at
No. 6, PRAYA CENTRAL and ICE HOUSE
STREET, Victoria, Hongkong.NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896.

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Today's
Advertisements.

VICTORIA REGATTA.

IT is proposed to hold the ANNUAL
REGATTA on THURSDAY and
FRIDAY, the 10th and 11th December, 1896.
CAPTAINS and CREWS will be picked for the
CHAIRMAN'S CHALLENGE CUP on
FRIDAY Next, the 23rd instant, at 6 P.M.W. ARMSTRONG,
Hon. Secretary.

Hongkong, 17th October, 1896.

[1605]

JUST ARRIVED

Per S.S. ALTHORE.

A Consignment of
HAMMOND'S MILD CURED PORTLAND SMOKE
"COIN SPECIAL" BRAND
HAMS.

at 50 Cents per lb.

SPECIAL PRICES for Wholesale Buyers,
Hotels, Clubs, Messes and Ships.
THESE HAMS are made from selected meat
of young corn fed Hogs, and cured with
the best granulated Sugar and with a minimum
quantity of select fine Salt. They are carefully
examined and their extra fine quality testified to
by the United States Government Officials.L. M. ALVAREZ & CO.,
Merchants and Commission Agents,
10, D'AGUILAR STREET.

Hongkong, 17th October, 1896.

[1608]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR MANILA, VIA AMOY.THE Company's Steamship
"YUENSANG,"
Captain W. Weddell, will be despatched as
above on MONDAY, the 19th instant, at 3 P.M.
This Steamer has Superior Accommodation
for First-class Passengers.For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 17th October, 1896.

[1609]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.THE Company's Steamship
"HAINUM,"
Captain Balthart, will be despatched for the
above Ports on WEDNESDAY, the 21st instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 17th October, 1896.

[1606]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.THE Company's Steamship
"GLAUCUS,"
Captain Barwise, will be despatched as above
on WEDNESDAY, the 21st instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th October, 1896.

[1571]

NOTICE.

STEAM TO SHANGHAI.
THE Steamship
"PREUSSEN,"
Captain P. Weller, due here with the outward
German Mail about the 20th instant, will leave
for the above place about 24 hours after arrival.For further particulars, apply to
J. G. WILKINSON & Co.,
Agents.

Hongkong, 17th October, 1896.

[1555]

DAKIN, CRUICKSHANK & COMPANY, LIMITED,

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.
Any complaints should be addressed to the
Manager.

Hongkong, 2nd May, 1896.

[1457]

AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CANE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all
kinds of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies' and Children's Under-clothing,
Children's Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superiores will also be most grateful for
any PATCH, or old ENVELOPES to be made into
Books for the Children of the Poor Schools, who
are taught by the Sisters.

Hongkong, 22nd April, 1896.

[1403]

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINES

AND

SPIRITS.

ALL these are selected by our London House,
bought direct at first hand, imported in wood
and bottled by ourselves, thus saving all inter-
mediate profits, and enabling us to supply the
best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on

Application.

PORT after removal should be rested a month

before use. When required for drinking at
once it should be ordered to be decanted at the
DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner

Wines of very superior Vintages. All are
true Xeres Wines.

CLARET.—Our Claret, including the lowest

Prices, are guaranteed to be the genuine
product of the juice of the grape and are not
artificially made from raisins and currants,
as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be

pure COGNAC, the difference in price being
merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent

quality and of greater age than most brands
in the market. THE SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We only guarantee our WINES and SPIRITS
to be genuine when bought direct from us in the
Colony or from our authorised Agents at the
Coast Ports.

A. S. WATSON & CO. LD.

THE HONGKONG DISPENSARY.

Hongkong 17th September, 1896.

[1555]

BIRTHS.

At the China Inland Mission, Woosung Road,
Shanghai, on the 10th of October, the wife of W.
LEONARD THOMPSON, of a son.On the 10th of October, at Shanghai, the
wife of Captain DONALD MACKENZIE, Captain
Superintendent of Police, of a son.On the 10th September, at his residence, Pen-
y-bang, Penford, near Bristol, England, Edward
Morgan Edmund, Lieutenant Royal Naval
Reserve, Younger Brother of the Trinity House,
and late Commander R. and O. Steam Navigation
Company, aged 64 years.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 17, 1896.

TELEGRAMS.

REUTER'S MESSAGES.

TYNAN RELEASED BY THE FRENCH

GOVERNMENT.

LONDON, October 17th.

The notorious dynamite Tynan, known as
"No. 1," has been released. The refusal for his
extradition is based on the French Statute of
Limitation.

GREAT BRITAIN AND ITALY.

It is reported in Rome that Italy cedes
Kassala to Great Britain, the latter relinquishing
Italy for the cost of occupation.

(From Rangoon Papers.)

THE PLAGUE IN BOMBAY.

CALCUTTA, September 30th.

The plague at Bombay continues. The
Government have appointed a Committee to
enquire into the outbreak. Dr. Simpson, the
Health Officer of Calcutta, issued a warning to
householders regarding the prevention of the
plague. Measures have also been taken in
Madras to avoid infection, although the circulars
state that there is no occasion for public alarm.To-day most of the members of the Standing
Committee of the Corporation drove through the
infected district before attending the corporation
meeting.The number of cases which proved fatal dur-
ing the twenty-four hours ending last night was
fourteen. Three deaths are reported to-day.
One of the cases in H. H. Durrani in the
Fort, while two cases were also reported in the
same street. In the case of a man who died
he was only three days ill, while in that of a
woman who died yesterday, she is said to have
been ill for over a week.Two cases reported to-day are said to be of a
mild form, and an interview with the medical
man who attended them elicited the information
that neither of the cases is likely to prove fatal.
This same medical gentleman has attended
over sixty cases, of whom only six have died.
This gentleman is treating cases with the same
treatment he would adopt for erysipelas, a fact
which goes a long way towards proving that the
malady has not assumed an epidemic form.At the Standing Committee's meeting, Dr.
Vilega, who first drew attention to the plague,
urged the segregation of cases. He dwelt at
length on the need of isolation of cases and
spoke of the probable cause of the fever. He
did not enter into the details of the disease, but
admitted that effective measures had been taken
to cope with the epidemic. He insisted on
calling it plague.

CALCUTTA, October 2nd.

The plague is slightly increasing in Mandvile,
and spreading to other parts of Bombay. It is
still of a mild type. The vital statistics for the
week ending the 29th September show that two
hundred and thirty-one deaths from "fever" took
place, against ninety-eight deaths in the corre-
sponding week last year, which was above the
average. The official returns of the number of
fresh cases and deaths do not agree with other
statements, the latter giving higher figures.Much energy is being given in Calcutta by the
Health Officer, and the Police are taking all pre-
cautions.

CALCUTTA, October 3rd.

The plague has attacked the servant of a
European, living at Grant Building, Bombay. A
large number of people are leaving Bombay. It is
now officially declared to be bubonic
plague, though not of the severest form. It is
believed that quarantines will be declared against
Bombay, and that the mails will be sent via
Karachi.The plague scare continues here. The Muni-
cipality have made a grant of three thousand
rupees to put the town in order and the Health
Officer to-day has published advice to house-
holders for the prevention of the plague and re-
quests the people to act on the advice given.
The native population has been warned by beat
of drum to keep their houses clean and remove
all filth and rubbish.

LOCAL AND GENERAL.

CHOLERA is raging at Nizga.

Mr. BIRCH, manager of the Sabah Steamship
Company, arrived here from Sandakan by the
Mamon this afternoon.The first cricket match of the season was com-
menced at 11 a.m. to-day. A report of the game
is published in another column.Mr. NINE, Japanese Minister to Russia, was
due to arrive at Yokohama on the 10th instant,
from San Francisco, with his family.The Russian transport *Pelivinsky* arrived at
Singapore on 13th instant from Odessa with
1,150 soldiers, 200 passengers, and 152 children.
She left on 14th for Vladivostok.The Hongkong and Kowloon Wharf and
Godown Company will pay on the 33rd instant
an interim dividend at the rate of 4 per cent for
the six months ending 30th June, 1896.Ten V. R. C. Regatta will be held on Thursday
and Friday, and 20th and 21st December. Cap-
tains and Crews will be picked for the Chairman's
Challenge Cup on Friday next, the 23rd instant,
at 6 p.m.Messrs. Thomson, of Clydebank, have sent in
a tender for a battleship of close on 15,000 tons,
of the *Mayflower* type, for the Japanese Govern-
ment. Although only one battleship is wanted
for, three are reported to be wanted.LIEUTENANT-COMMANDER, the Hon. G. A.
Hardinge arrived yesterday by the P. & O. s.s.
Japan to take over the command of H.M.S.
Rattler from Commander Cotterell. As the
Rattler was only awaiting her new skipper, we
may shortly expect to hear of her departure to
join the fleet in Japanese waters.A. S. WATSON & CO. LD.
THE HONGKONG DISPENSARY.
Hongkong 17th September, 1896.

[1555]

A SAMPLE of native cotton grown at the Govern-
ment Experimental Garden, Sandakan, has been
favourably reported upon by Messrs Fraser & Co.
They find that the cotton seems to be very well
suited for the spinning of 12 and 16 count
yarns.We hear many ladies visited the Camp this
afternoon. This evening a concert is to be given
provided a sufficient number of vocalists can be
obtained from among those who at present
remain free from chills and fever. The Camp
will break up on Monday, the 19th instant.The East Asiatic Correspondence sums up the
results of the Li Hong-chang's negotiations
in London thus—"China is to build railways
on a definite plan, to be discussed with the
representatives of the Powers. The whole of
the inland traffic is to be freed from existing
obstacles. The *Yiku* question was not discus-
ed, as that tax will cease automatically when
the railways are built, and duties will be levied
only at the first and last stations as on the
existing Chinese Railways."Thus the *North Borneo Herald* of 1st October:
—"The marriage of Mr. S. V. Klamberg to Miss
Jennie Woodin, took place on the 16th inst.
The church service was conducted by the
Rev. W. H. Kilton and a large number of the
community were present. The bride looked very
charming in her wedding array and at the con-
clusion of the ceremony the wedding party and
guests adjourned to Fern Hill, the residence of Mr.
Beaton, where the usual toasts were given and
duly honoured. A dinner was given at 7 p.m., at
which numerous residents were present, and at
9.30 p.m. the newly married pair went on board
the steamship *Rangoon* to proceed to Kuching, Mr.
Klamberg being Acting General Manager of the
London and Amsterdam Company's estates in
Sarawak. Miss Woodin had made many friends
since her arrival here. Her bridesmaids were
Miss Beaton and two pretty children who
evidently felt all the importance and dignity of
their office.In his *Weekly Share List* issued at noon Mr.
Erlich George writes:—"Only a moderate business
has been done during the week under review,
and rates have been fluctuating. Re Shipping
he says:—"Hongkong, Canton, and Macao
Steamship shares have been fairly steady de-
mand at \$331, resulting in a few hundred shares
changing hands at that rate, but the market
closes quiet at \$331. I hear that the two small
steamers building locally for this company are
nearly ready, and that one of them will be put
on the Hongkong-Macao line, while the other
is intended for the Macao-Canton trade, pre-
siding the opening of the West River, for
which trade the two boats were originally
intended. Indo-China's have recovered several
points, and a fairly important business has been
done, mostly re-sales to the north, at \$40 to \$42
cash, also at \$42 from the north, the market
closing strong with further buyers; for January
delivery \$42, and for February \$42, has been
paid, and offers of \$44 for 31st March have failed
to produce sellers, who stick out for higher rates.
China and Manila unchanged. Douglases had
a sharp fall, and down to \$51 has been
accepted for shares, which I make the closing
quotations. China Mutuals are totally out of favour.
Concerning Docks he writes:—"In Hongkong and
Whampoa Dock Company's shares only a small
transaction have taken place at 220, 219, 218,
217, and 218 per cent. prem. for cash, at 221
per cent. prem. for end of the month, and at 224
per cent. prem. for 30th November also at 223
per cent. prem. for 31st December, the market
closing decidedly firm with buyers at 210 per
cent. prem. for cash and equivalent rates on time.In the interest of the scores and hundreds of
people of various nationalities who use the road
leading from Mr. D. Kennedy's stables A
Causeway Bay, past Bay View Hotel, and along
the shores of the harbour as far as Talkoo Sugar
Works we feel bound to protest against the bad
condition of that now busy thoroughfare and
the almost total absence of street lights. It is
well known that hundreds of people drive, ride
and walk out to Bay View Hotel, a very
popular resort, every week and that scores and
hundreds of people use the Causeway Bay and
Shaikwan Roads going to and from Talkoo
Works and the village of Shaikwan, yet the
road is in a disgraceful state and lights are
practically non-existent. This is not as it should be.
In addition to large engine works that are being
built close to Bay View Hotel for Messrs A. G.
Gordon & Co., there are enormous oil tanks in
course of erection for Messrs. E. Meyer
& Co. who will store there Langkat oil,
which is rapidly coming into favour as an
illuminate. Already the foundations for the
tanks have been laid, and an enormous pile of fore-
saw filled in, and altogether probably half a
million of dollars will be expended in the neigh-
bourhood with the next few months. Surely
even if the proprietor of Bay View Hotel and his
numerous customers are not considered worth a
second thought by our very paternal Govern-
ment it may be contended, with reason, that
firms such as the great Talkoo hong and the
Germans who are investing capital so largely in
important enterprises along the Eastern shores
of the island are entitled to have a well lighted
road out to their works. It will be
remembered that it was in the darkness of
Causeway Bay Road that the double murder
recently committed in these columns took place,
while not so very long ago a woman was
"held up" on Shaikwan road, and robbed of
\$100 and other valuables. If as a preventive
of crime (if for no other reason the proper light-
ing of this busy roadway seems necessary and
it is therefore to be hoped that the authorities
will at once give this matter proper thought.Messrs. Thomson, of Clydebank, have sent in
a tender for a battleship of close on 15,000 tons,
of the *Mayflower* type, for the Japanese Govern-
ment. Although only one battleship is wanted
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join the fleet in Japanese waters.A. S. WATSON & CO. LD.
THE HONGKONG DISPENSARY.
Hongkong 17th September, 1896.

[1555]

We hear that Mr. S. B. J. Skerrett, F.G.S., &c.,
Geologist of North Queensland, is now deliver-
ing a series of lectures on geology in Brisbane
and can boast of having the largest attendance
at his classes that have ever been recorded in
that colony.We notice that the drain close to the Sailors'
and Soldiers' Institute in Kowloon has to be
cleared of quantities of sand after every heavy
fall of rain. Surely the P.W.D. engineers should
be able to remedy this and obviate the necessity
for this frequent waste of time and money.We hear that the second number of our comic
contemporary *The Camp Gazette* will shortly
appear. As our whiffom office boy has, it is said,
been presented with a few copies of some of last
year's London dailies, we may expect to see some
comparatively recent news and side-splitting
jokes in the next issue of the real live C. G.The Willard Opera Company will not visit
Hongkong and the "Further East" this year.
This is reported by Mr. Clifford Willard's
business manager to be due to the Company's
long tour in Java and the desirability of return-
ing to Calcutta early in December. The Man-
ager writes from Singapore—"We trust to be
up here in May next with an entirely new
company."REALLY the transport arrangements for the
conveyance of our noble defenders to their island
home at Stonecutter's are capable of great im-
provement. At 2.45 p.m. this afternoon we
noticed a group of fuddled-looking Volunteers
waiting on Poddie's Wharf patiently for one of
the immense troops engaged in this service,
one of whom informed us that he had been
waiting since one o'clock.At the Marine Club this morning before Comdr.
R. Murray Ramsey, R.N., Harbour Master, J.
Rogan, Jockymann, was charged by Mr. Thomas
Austin, second officer of the steamer *Shaptesbury*,
with assault on the high seas on the 7th inst.
Mr. J. Hastings appeared for the prosecution
and several witnesses supported the complain-
ant's statement. After a patient hearing the
Magistrate sentenced the donkey man to twelve
weeks' imprisonment with hard labour.The British barque *West York*, reported in our
issue of the 15th inst. as being dismantled and
at anchor near Breaker Point, has not yet
reached the haven of safety. We believe assist-
ance has not been sent to her, but there is no
cause for anxiety, because the typhoon season is
over and the crew can rig any sort of a jury-
mast she could easily be navigated down to
Hongkong, the north-east monsoon greatly
favouring such an attempt to get her to repairs.THE *L. & C. Express* says:—"Li has probably
returned with the impression that raising the
duty will not be an easy matter unless China
is prepared to grant considerable further facilities
for trade. As China, however, badly wants
money she may accept some of the pertinent
suggestions that Mr. Jamieson and others have
made. If Chinese officialdom was forced by
dire necessity of their present straits to grant
further facilities for foreign trade, it might result
that China would get out of her existing mon-
etary embarrassments on a wave of flourishing
trade."FURTHER sensational details were published
in London on the 16th inst. of an alleged
dynamite plot which was the cause of the arrest
of Tynan and his accomplices at Boulogne,
Antwerp, Rotterdam, and Glasgow. In a house
near Antwerp that had been occupied by several
of the men arrested a complete bomb factory
was discovered. Incriminating cypher docu-
ments also were found on most of the pri-
soners. It is stated that Tynan admitted his
guilt, and said he expected to be hanged. It
is also stated that before leaving America Tynan
organised a plot for blowing up Marlborough
House and the Prince of Wales. The Irish
National Alliance of America is raising a fund of
50,000 dollars for the defence of the conspira-
tors. Reuter now reports that Tynan has been
released from custody. *Vide Reuter's Message*
in this issue.In a recent issue *L'Avenir du Tonkin* published
an article from the pen of M. de Lamoussan,
formerly Governor-General of Indo-China. The
writer deals with the tour of Li Hong-chang in
Europe and expresses the opinion that the
Special Envoy must have returned to China
with a terrible secret which he would not dare
to whisper in Peking. He says:—"He takes
back to China, from his tour of the world and
from his attentive study of Europe, the conviction
that sooner or later his country will be devoured
by the Western nations, who sincerely, or
hypocritically, pretend to believe in peril from
the Yellow Race. He will, for the future, have
but one thought, the Turk—to set the
nations of the West at the ease, and to get them
to tear each other to pieces, with the object of
delaying the day when China will be beaten and
torn by them."This morning the "Richards coolies went on strike,
availing as their reason for such "cussedness"
that the penalties inflicted at the Police Court
for trivial breaches of regulations, such as not
waiting at the proper stands and impeding
traffic by moving slowly about the streets looking
out for fares, are too excessive and quite un-
bearable. The coolies were of course caused to
go out by the owners of their vehicles, who have
recently had to pay some pretty stiff fines,
rather than allow the losses of their vehicles to
go to goal for a week or two in default of pay-
ment. At first the strike caused a good deal of in-
convenience, and the Police authorities, fearing a
disturbance sent out a number of constables
armed with sticks and revolvers, while others were
being made, presumably, to induce the "richards"
"masters" to send their men out as usual. We
don't know exactly what occurred, but it is a fact
that some influence was used with good effect,
for by 11 a.m. the strike was over and the
"richards" spinning about town much as usual.
Later on we shall probably be able to learn
what the exact cause of the trouble has been and
who is to blame for it—the men or the Govern-
ment?"Why do the churches always begin at
seven, and end at eight?"
GRANDPA AB—The seventh hour, my boy,
the seventh hour is—Penny.

THE HONGKONG JOCKEY CLUB

CONTRIBUTORY MEETING.

An extraordinary meeting (it was indeed very
extraordinary that so few attended) of members
of the Hongkong Jockey Club was held in the
City Hall this afternoon. The Hon. C.

LONDON, September 18th.

"What is the revenue of China?" is a question that seems to be exercising many, now that the Government is appearing as a considerable borrower in our market. The answer may unhesitatingly written down *x* m. It is a question unknown, we suspect, even in Peking. It is like the Russian language—a thing that no man living fully comprehends—to expatiate that *x* m. can never be sure of having touched a limit; and deductibly—somehow like an arithmetic—*to* m. We have heard it estimated at £60,000,000. Mr. von Brandt set it down, a while ago, at £15,000,000. Mr. Parker arrives, through the pregnant columns of *The Times*, at the sum of £72,000,000, which is about the equivalent of £12,000,000; and we suspect that Mr. Parker is most nearly right. The amount collected throughout the Empire may be £60,000,000, or any other sum on any preferred name; but the perusal of Mr. Parker's letter leaves us persuaded that he has defined the receipts of the Imperial Exchequer with approximate correctness. When we have reached this conclusion, however, we are little further advanced, because we have to realise that Imperial revenue and expenditure in China are a totally different quantity from Imperial revenue and expenditure in England. Reverting to the simile of the arithmetic, China is composed of a number of sections clustered round a centre core, yet each integral in itself. Every province having to provide its own income and expenditure, the calls upon Peking are comparatively small unless in such emergencies as rebellion or external war, when the provinces are required to furnish an extra contribution. The ordinary contributions are of the nature of tribute, and we may support the Court and official *entourage*. A large portion of the new Customs revenue is doubtless being allotted to the purchase of arms and ships; of the sum so allotted much has gone into official pockets, and the residue—in the shape of a few remaining ships—has passed to Japan. The cynical humour for which Li famous might find, here, a proof of the wisdom of Chinese finance; for it is evident that the money which was "retained" *en route* is the only proportion that has benefited the Chinese race. The argument extends farther still. Not only has Japan collared what remains of the Customs revenue of the past, but she has established a claim on the future; for the "indemnity" which she has exacted for her own misdeeds represents the bulk of the receipts of the last thirty-six years. That view of the case being unpleasant, there is a grim and gratifying humour in asking that the tariff may be raised—in asking Europe, in other words, to satisfy Japan.

The Customs revenue, however, is a known quantity. We are concerned, for the moment, rather with the unknown. For though Mr. Parker's letter throws valuable light on our sources, he successfully inspires us with a notion that the product is absolutely unknown. Kwang Viceroyalty has long been notorious as a region where Transit Passes would not run. Fraser explained, in his last report, the nature of the interests with which they conflict; and Mr. Parker enables us to perceive why efforts to reform are defeated on high. Fiscal corruption seems to centre in the Hoppo, who is considered to take \$5,000,000 a year. He appears on account for about \$1,000,000; and we are glancing at him with some bewilderment, as the Viceroy Liu Kun (in honest men) accedes to the port for three months, a while ago, and leaving offered. The 150,000 to the Emperor start a foreign school—that sum represents his "share" as obviously forced upon him by the Hoppo's clerk. That he was snubbed; his pains may convince us of the truth of the report that the Hoppo's gains afford gratification to many in Peking. A former Sultan of Zanzibar used to procure, every year, a cargo of presents, and the excitement in the Sultan's mind as the date was imminent. Something of the same kind is said to happen when a Hoppo returns to Peking. Obviously the poor must squere. How else is Court beauty to be gratified and adored? Not only Canton, Hwai-an (in Kiangsu), Shai (in Hoppo), Foochow, and other prominent collectorates also Manchou reserves—survivals of the methods by which the victors recompensed themselves for their trouble in displacing the Ming.

It is well we may realise the extent of corruption, at a time when the Government consent to an increased tariff on the plea of impecuniosity at Peking. That there is a degree of reason in the demand is admitted, there seems a prospect that Europe will acquiesce. But it is equally evident that we are justified in requiring, as Mr. Jamieson described as the worst, intrinsically, that could be devised, and a source—in China especially notorious for peculation and oppression. Mr. Parker states that the revenue of the Hoppo is that may be described as official; but here again we are in presence of potentialities that can be vaguely surmised by multiplying Liu Kun's experience at Canton. "As every expert appointed to a charge not only must, but is tempted to, 'make his pile' out of it, his accounts are of course cooked," and each of his clerks and underlings has to make his pile, and officials at the head of the revenue are interested in supplying the accurate information to the vicinal Treasurer and Governor, we arrive at logical reasons for dearth of information to the Board of Revenue in Peking. His statement may be as elaborate as Dr. Clifton's. The doubt is as to the accuracy of the premises and consequent validity of the conclusions deduced. We need have no compunction in attaching a system that combines a maximum of application on trade with a minimum of benefit to the exchequer.

It is not, therefore, to be wondered that the Hoppo is encountered in the expectation of every "expectant" does not carry in his pocket a Hoppo's bag—that pile being reserved for Manchou—he does carry a potential interest in a collectorate, which is by no means to be spoiled in his degree. The success of the movement in respect to opium may persuade us, however, that reform can be imposed; and it is hoped that any concession of increased revenue at the port will be accompanied by the abolition of *Khoi*. The Treasurer must be compensated, admitted; but let this be done, as in the case of opium, by repayment out of the increased collection at the port. The only people who would suffer will be the army of runners and collectors, whose occupation will be gone, as Dr. Jamieson.

LONDON, September 18th.

Concerning telegraphic rates to the East and to Far East, which matter has become more acute through the telegraph companies raising their rates in Shanghai, the Manchester Chamber of Commerce has recently had some correspondence with both the Post and India Offices. The former department, in reply, dated July 25th, to a letter of the Manchester Chamber, said:—"It aims to assure you that the matter was not considered in the most recent attention of this department. The Duke of Norfolk will, however, not be in a position to furnish the Chamber with any information on the subject until after the return of the British delegates from the International Telegraph Conference just concluded in Buda-Pesth." The India Office, writing after the Conference had terminated, said on August 13th:—"The delegates for British India, according to their instructions, endeavoured at the recent International Conference at Budapest to secure a reduction in the existing rate, but failed to do so, owing to objections entertained by the Eastern Telegraph Company. This matter will not be lost sight of when a suitable opportunity occurs for taking further action." Though the agents of the telegraph companies in Shanghai notified that a reduction would take place in China rates on July 1st, 1897, it is certain the present increase will lead to a good deal of ill-feeling on the part of the commercial community, and probable loss of business to the telegraph companies.—*L. & C. Express.*

It is generally known that Great Britain has no cable of her own to Gibraltar? Says a "cable company paper":—"There is a cable, but we may as well use it for the use of it so much a word. Should England be embroiled in war, with Mediterranean operations involved, and Gibraltar as the key to them, we might be instructed, endeavoring to reach the Rock. Sir Charles Dilke sees danger in this fact, and he is for laying an all-British cable, not only to Gibraltar, but also to the Cape, touching at Sierra Leone on the way. It would be on the line of British trade, and would touch at British possessions, and it would be the business of the British cruisers to see that no enemy came by night to cut the wires. Sir Charles' notion has certainly something to recommend it."

COMMERCIAL NEWS.

JAPAN'S WEAVING INDUSTRY.

We have heard much of the spinning side of the textile industry in Japan, and of the growth with recent phenomenal rapidity in Japan during recent years, and very little of the weaving branch, which uses up a large proportion of the yarns produced by the native spindles, and those imported from India, Great Britain, and America. There are now 850,000 looms in all Japan, many of them being of the hand variety, because, although weaving-machines are increasing, the trade is largely in the hands of small weavers who own one or two looms and work at home. That this is the case is proved by the following:

NUMBER OF ESTABLISHMENTS—601,000, which give employment to something like a round million of workpeople, 950,000 of whom are women. The principal centers of weaving lie in the Aichi district, which includes the progressive city of Nagoya, the fourth municipality of the Empire. Aichi boasts of 62,243 looms. Saitama comes second with 45,841, and Ehime third with 44,211. Osaka, where nearly the whole of the spindles are concentrated, has no more than 25,368 looms; Wakayama, with 14,000, has the deformation of the loom, and the Gamba, Kyoto, and Yamashiro, between 20,000 and 21,000. These figures do not refer to cotton looms alone, but to those adapted for silk, hemp, jute, and mixed goods. Cotton looms, however, represent a vast proportion of the whole. The last ten years have seen a great

ADVANCE IN THE EXPORT OF JAPANESE TEXTILES.

The value in silver dollars in 1885 was \$5,900,000; in 1895 it was \$22,177,000. Cotton fabrics exported are white cotton piece goods, corrugated piece goods, black-dyed piece goods, cotton flannels, towels, shirtings, and the like. Of these, white and black goods, together with *futaba* fabrics, are produced chiefly in Hamamé and Owari provinces and in the city of Mijimi; corrugated cotton goods in Aichi, Gamba, Saito, Awa, Tokyo and Yamaguchi; towels in Kobe and Osaka; cotton flannels in Ko, Izumi, Kawachi, Kioto, Iyo, and Awa; *chiffre* clothes in Osaka; and shirtings in Tokyo, Osaka and Wakayama. The bulk of the exports go to China, but Kyoto has, in some classes of cotton goods,

A RESPECTABLE BUSINESS WITH THE UNITED STATES.

Only a very small percentage, however, of its annual output is sent abroad, though there is every likelihood of an extensive trade with the United States of the next few years. A present tendency to make the keepers of the looms employed over half-time, and they have moreover to compete with the imported article, which has obtained a firm hold in the appreciation of consumers. But there can be no doubt that if Japanese looms, if profitable employment can be found for them throughout the year, could supply the whole of the home demand and could also reach out and capture \$10,000,000 of \$20,000,000 worth of trade in the neighbouring markets. One of the loom grades of stuffs.—*Es.*

A RUN ON A BANK.

The *Robt Herald* reports:—"The introduction of the system of promissory notes in financial circles in this country, though very convenient to men engaged in commercial pursuits, is not free from danger, and already grave abuses are reported to have been discovered. Unscrupulous individuals have been taking advantage of the system, and several have become bankrupt owing to the loss of their money. The banks, on the other hand, have been led to the practice of drawing bills on merchants having alarmingly decreased of late. Fortunately bank arrangements with a number of Banks and by bold and dexterous use of promissory notes maintain their credit. These notes often amount to several times the value of their property. The class of merchants referred to are often busy in keeping up the circulation of credit of their notes than with their legitimate business. Owing to the Bank dropping to banking and to the establishment of commercial agencies, however, these dangerous methods have now been discovered in several cases. The Tokio Bank recently held a meeting on the subject. A proposition was made to refuse to discount bills of parties doing current business with more than five banks. In this connection it may be mentioned that small panic occurred in Osaka a few days ago owing to the inability of Mr. Osum Shimbai, well-known merchant in that city, to pay a note of \$100,000. He is a member of the Bank's office. He is President of the Osaka Domo Savings Bank, the Koryama Oil Manufacturing Company, and Kioto Insurance Company, etc. and is Director or Auditor of a number of other companies. Mr. Osum's property was seized by one of his creditors, the Kasjima Bank, on the 28th ult. On the fact becoming known to the public people who had deposited money with the Domo Savings Bank dropped to banking and to the establishment of commercial agencies, however, these dangerous methods have now been discovered in several cases. The Tokio Bank recently held a meeting on the subject. A proposition was made to refuse to discount bills of parties doing current business with more than five banks. In this connection it may be mentioned that small panic occurred in Osaka a few days ago owing to the inability of Mr. Osum Shimbai, well-known merchant in that city, to pay a note of \$100,000. He is a member of the Bank's office. He is President of the Osaka Domo Savings Bank, the Koryama Oil Manufacturing Company, and Kioto Insurance Company, etc. and is Director or Auditor of a number of other companies. Mr. Osum's property was seized by one of his creditors, the Kasjima Bank, on the 28th ult. 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and outside and the Bank then suspended its payments. The public on hearing this grew alarmed, and there was quite a run upon the Charities, Oranks, and Nihon Savings Banks. Other banks in the city and some in Kato also felt the effect of this excitement, and the London Company, which the Kojima had come to terms with Mr. Onson and the latter property was released by the bailiffs, which took place on the 1st instant.

THE "STRATHESH" SALVAGE CASE.

The hearing of the case, the owners of the steamship *Paoting* vs. the owners of the steamship *Strathesh*, being a claim by the China Navigation Company, Ltd., for £10,000 for salvage services rendered to the *Strathesh*, was resumed and considered in the British Admiralty Court at Shanghai before Sir N. J. Hanna, Chief Justice, on the 10th instant. Mr. W. A. Platt (Messrs. Johnson, Stokes, and Masters) appeared for the plaintiffs, and Mr. H. Wilkinson for the defence. The following report of the proceedings is taken from the *New China Daily News* of 11th October:

Mr. Wilkinson, in addressing the Court for the defendants, said that the case was brought into Court because it was considered to be a sufficient remuneration for the services rendered. The plaintiff's claim was based upon the higher rate for salvage, whereas all they had done was simply amounted to towage. When the *Paoting* came up to the *Strathesh*, it was true that the latter had lost the blades of her propeller, but she was riding comfortably at anchor, and it was only when she required was towage to Shanghai that the *Paoting* was sent her way to Shanghai. The *Strathesh* was towed from the anchorage to the *Strathesh* to Shanghai, for the typhoon was over and the weather was improving. The breaking of the tow-ropes was not unexpected and there were cases reported in which a great deal more had been done and a considerably less sum than the equivalent of Ts. 10,000 had been awarded. No doubt the officers of the *Paoting* showed skill, but there was nothing very extraordinary in what they had done and, taking everything into consideration, Ts. 10,000 was an excessive claim.

Mr. Platt, in reply, said the first point made by the defence was that there was a contract which the remuneration was to be fixed by respective owners upon arrival in Shanghai. His Lordship said: "I do not think there is evidence of that."

Mr. Platt said the case must then be tried as if it were purely one of salvage and in fixing the amount to be paid his Lordship would be guided by the general principles upon which the Courts had acted in such cases. The first point made by the defence was that the *Strathesh* was in danger from which the lives or property had been rescued. The plaintiffs had emphasized the fact that the captain of the *Paoting* first offered to go to Shanghai and report the *Strathesh* position, but it had to be recollected that when he proposed that the *Normanda* was lying alongside ready to save herself the occasion demanded that the *Normanda*, however, could not tow the *Strathesh* because her engines were not powerful enough. The remark of the chief officer of the *Strathesh* was that the captain of the *Paoting* showed that he had good deal of sense in the safety of the ship, and it was upon that that the *Paoting* commenced to tow the *Strathesh*. Another point to be considered was that it was the typhoon season, and another coming along would have placed the *Strathesh* in a position of very great danger. Considerable risk, too, had been incurred by the *Paoting* in saving the *Strathesh*, and great skill had been exercised by the captain and crew of the *Paoting* in getting the tow-lines on board took three hours and two and a half hours, and the third, from 9 a.m. up to 4 p.m. Altogether the *Paoting* occupied from 4.30 p.m. on the 24th of July, 1.30 p.m. on the 25th of July.

His Lordship asked what was the highest percentage recorded as having been awarded for saving a vessel.

Mr. Platt—Half the value.

Mr. Wilkinson—That was where a ship was £50,000 value and £3,500 was awarded for saving it. How much do you say it has reckoned?

Mr. Platt—Roughly, ten per cent. on £3,000.

His Lordship, in giving his judgment, said he did not think that it would be any use my taking further time to consider. I think, and the chief justice confirms me, that the offer made by the other side is as much as you could have expected, and I think it is about right. Whether it ought to be a little more or a little less I do not think it is worth my while to say, and I think, to give, that the Ts. 10,000 is a proper amount. It has been said and the law is not been accepted. It must go as the amount to be awarded to the plaintiffs, and, as they have not accepted it, they will have to pay the cost of judgment accordingly.

CORRESPONDENCE.

[We do not necessarily make the opinions expressed by correspondents in this column.]

A COMPLAINT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—A few days ago I and a companion proceeded to Wong-nai-chong Valley for purpose of enjoying a game of cricket on ground allotted to the Military. What was surprise on arriving thence to find no net pitch was there, and the ground was a mere waste of grass could obtain information regarding the ground. After a good deal of searching a Chinaman found who professed to be the "military ground man." He took us to a matchless where the bats, etc., are supposed to be kept. On asking the required necessities to play with, he handed us two bats and three balls (maybe I am called out of their name, for never did I see a degraded set in my life). The handle of the bat was completely broken off and the handle of the other was bent in twain. The balls were wrapped for nearly their entire circumference and resembled a good old cabbage. The field was a mere waste of grass, though which a few balls could easily pass at the same time.

We most thankfully returned the whole of the gear to the "military groundman" and left the ground utterly disgusted.

A circular issued by the Wong-nai-chong Commandant, stating that we will be pitched practice bats, balls, and pads, etc., will be provided by the Committee on the days set apart for practice.

There was no excuse this day, as no more was in progress. If meetings are called for express purpose of making by-laws, etc., are they not adhered to? The Committee are ground and the following during practice, they do not state of future conditions and the following letter may meet the eyes of some of the leading members of the Gentlemen and them see how the affairs are neglected, providing many a man from indulging in thoroughly British game.

I remain,

Yours faithfully,

A. GARRISON CRICKETER.

Hongkong, 17th October, 1895.

[In the last paragraph of this complaint, the Committee will see to it that the cases thereof are speedily removed. Mr. Thomas Aitken, entitled to his game of cricket, just as much as anybody else.]

"Sail on the port bow, sir," called the lookout man, and we stopped at once.

"How on earth do you know that?" I asked the skipper.

For answer he drew me towards the salter. In front of him was a small disc in deep shadow, and on this was mirrored a sunlit sea, with a tiny speck moving across it.

"This," said he, "is our old friend, the 'camera obscura.' You know, I suppose, how it is utilised for submarine mines on shore; you have them marked on the table, and when a ship crosses the mine, you touch a button, and blow her up: This is a variation of the same system. These circles indicate so many hundred yards; we can judge her distance to a foot with practice."

"But," said I, "that doesn't explain how you get the view of the boat."

"No," he answered. "But you noticed our mast when you came on board?"

I certainly had done so, but it had only struck me as a survival of old naval institutions.

"Well," he continued, "this mast is telescopic, and from a normal height of twenty feet above the hull, can be increased to one of fifty feet. If necessary, when we are under water. It is hollow, of course, and on top is the aperture for the camera, and by a simple arrangement we get the picture; while by revolving it the signalman can command the whole horizon. In addition to this, a bell gives us notice that a vessel is moving within three miles of us. That is a fairly well-known invention, brought out a year or two back for giving warning of the approach of torpedo-boats, and acts through the vibrations they impart to the water. It hasn't been generally adopted by any navy as yet; however, this cruiser which we have to track, approach unobserved has one fitted; and, doubtless, is looking for us now. We have to hang about and note how long it takes her to spot our mast."

We watched the cruiser going across the plate, now this way, now that, while we circled round her. Presently a puff of smoke rose from her pinnated side. We were discovered.

"Seventeen minutes," said the skipper; "but they'll do it in that number of seconds with practice. I've no faith in our camera-obscura mast; it's plain as a pikestaff if they put look-out men at portholes near the water-line. Now then, we go up."

Immediately afterwards we began to feel motion, and a very unpleasant motion it was too; and the air inside, which was none of the best, helped to increase the inconvenience. In a few minutes we jumped out of the water, fell back with a tremendous thud, and then rose again. It was a horrible experience while it lasted.

Our flagstaff mast was now run in, and we made slightly better weather, but it was still too much like being aloft in a bottle to suit my taste. We also ran a semaphore up through the truss forward, and exchanged signals with the cruiser that now came up quite close to our side. This over, the semaphore was pulled in, and down we went again.

For a good two hours we cruised about, the alarm-bell ringing every few minutes and then stopping. "It's no good," growled the skipper, disgusted. "They can steam two knots to one, and directly they hear us they steam away in circles till their bell no longer rings."

Up we went again, and more signalling took place.

"She's not to go at over five knots now," explained our captain, "and as we can make ten at a pinch we're a chance."

The cruiser steamed away till she was hidden from us by the waves; then, descending, we made after her as near as we could go by the compass. The bell soon rang, and by-and-by we rose, and made on the cruiser some cable distance. She did not sight us this time, but I lay long to give her the chance—albeit we required was to take her position by the compass.

"Full speed ahead!" called the skipper, "through a tube. And then, taking another 'Set free the after torpedo.' This a dummy one, of course—was a sort of modernised Harvey torpedo which we intended to tow against the cruiser.

Nothing happened, however, and we rose again. There was the cruiser steaming along, apparently on the same course, some four cables ahead of us on the starboard quarter. This time she banged at us as we went down.

"Wonder that have done any harm?" I asked.

"Well, it depends," was the answer. "I like to carry a dynamite gun, a shell from that exploding within a hundred feet of us would do for us for good and all. With Q.F. guns we'd have a chance; but I don't think to face any of it in real war."

Two or three times more we missed and rose each time a gun from the cruiser shipping we were sighted.

"Haug! the beggar!" said the skipper. "I'll try and find him under water."

We made for—as near as we could judge—the position of the cruiser; but for a long while failed to find her. Presently the water ahead of us was in violent agitation, and great swirls of foam shot across the scuttles.

"That's her at last," cried the skipper, "we're just passing under her stern. Look to port quick!"

I looked, and caught a glimpse above me of two great whirling screws, whence came long spiral wreaths of bubbles as they beat the water to the throbs of the engine. A moment later, and we were thrown violently against the wall of the conning tower.

"We've binged her this time," our captain called out as he rose to his feet; "though between you and me, I'm entirely by accident. Our compass seems useless."

Little wonder, for we afterwards ascertained that the cruiser had towed around her a large number of powerful anti-submarine mines, which exercised a most interesting influence on our compasses. Apart from this, however, compasses are never reliable in submarine boats; there is too much metal close at hand; and in one American boat an attempt is being made to do without them altogether.

We now rose alongside the cruiser and claimed her. Thankful we were, too, for the air inside was getting very foul. Normally, we steamed enough for twenty-four hours without recharging. Compressed air was also given off by the engine (which I was not allowed to start), and we also carried material for the manufacture of oxygen—but good as these were, in a theory in actual practice they were far from satisfactory. Aeronauts put it in—"Three days of being at rest in the air would transform a man into a corpse." Even this estimate seems too generous. Twelve hours under water would be more than enough to my thinking.

SUPREME COURT.
IN ORIGINAL JURISDICTION.
*(Before His Lordship Dr. J. W. Carrington,
C.M.G., Chief Justice.)*

October 17th.

**THE BANK OF CHINA, JAPAN, AND THE STRAITS
LIMITED, v. CHEUNG YAU TO AND OTHERS:**
In this action the plaintiffs sought to recover \$100,000, a debt due on a bond.

Mr. J. J. Francis, Q.C., and Hon. H. E. Pollock (instructed by Messrs Johnson, Stokes, and Master) appeared for the plaintiff, and Mr. W. V. Drummond and Dr. Ho Kai (instructed by Mr. R. L. Deany) appeared for the defendants.

The case was opened by Mr. Francis last Friday week, since where evidence has been heard on each side.

Mr. Drummond now addressed his Lordship and submitted that the defendant's case stood on a very much better footing than that of the plaintiffs'. Before proceeding with the defence in detail counsel commented upon the way that the plaintiffs' case had been put before his Lordship. Mr. Francis had planned the witnesses down to a yes or no answer, not allowing them to give explanations. In the old days the manner in which a case was conducted was artificial and technical in the highest degree, but nowadays interpolation of observations and reflections or witnesses were not common. It had been apparent throughout that one of the main objects of the plaintiffs had been to prevent everything, by raising technical objections from being placed on his Lordship's notes and from his Lordship being fully informed of all the important facts of the case and the many bearings on the legal connection with the case. No effort had been spared to place the Chinese witnesses in the worst possible light and Mr. Francis had also made the observation that of the whole Chinese race not one was to be trusted even on oath. In addition there had been constant interruptions and suggestions and assertions that one witness had concocted his evidence and was making it up apparently from day to day and was ready to deny at any moment what he had said at the previous moment, and there was an endeavour to prejudice his Lordship's mind against him by insinuations, assertions, and suggestions, every one of which was unfounded. This was an unheard of advocacy. On the other hand the defendant's case had been plain before his Lordship in a plain, direct, simple and fair way. The defence was that the agreement entered into between the Bank, Kam Sing Tai, and Cheung King Sling had the effect of discharging the surety by depriving Cheung Kai of a remedy to which he was entitled previously to the agreement; that time was given to the compradore; and that the compradore was discharged from liability by a substitute security. Counsel then cited cases in support of his arguments.

Mr. Francis summed up at a great length this afternoon. Judgment reserved.

SHIPPING AND MAIL NEWS.

MAILS DUE :

American (<i>City of Peking</i>) 19th inst.
German (<i>Fraussen</i>) 20th inst.
American (<i>Doric</i>) 26th inst.
Canadian (<i>Empress of India</i>) 4th prox.
Tacoma (<i>Bramar</i>) 4th prox.
American (<i>China</i>) 5th prox.

* * *

THE Mutual Line steamship *Hysen*, from Glasgow and Liverpool, left Singapore for the port yesterday afternoon, and may be expected here on or about the 22nd inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

<i>Tatung</i>steamer, from Swatow.
<i>Daphne</i>" " Singapore.
<i>Kong Beng</i>" " Bangkok.
<i>Lyeemoo</i>" " Canton.
<i>Fushun</i>" " Canton.
<i>Atk</i>" " Holbow.

Aggregating 6,097 tons register.

DEPARTURES.

<i>Anson</i>steamer, for Amoy.
<i>Sung Hang</i>" " Amoy.
<i>Malacca</i>" " Australia.
<i>Jaya</i>" " Singapore.
<i>Hanoi</i>" " Haiphong.
<i>Yamashiro Maru</i> ... " " Australia.
<i>Vesta</i>" " Straits.
<i>Slam</i>ship " Bangkok.
<i>W. F. Coward</i>ship " San Francisco.
<i>Casablanca</i>barque " San Francisco.
<i>Redpole</i>gunboat " Shanghai.

Aggregating 20,712 tons register.

HONGKONG AND WHAMPOA DOCK RETURN.

<i>Hokosellorn</i>in Kowloon Dock.
<i>Acto</i>" "
<i>White Cloud</i>" "
<i>Loyal</i>" "
<i>Hailong</i>" "
<i>Strathallan</i>" "
<i>Saratov</i>" "
<i>Whorru (R.M.S.)</i>" "
<i>John Batley</i>" Cosmopolitan.
<i>Gault</i>" "
<i>Sundt Marn</i>" Aberdeen.

PASSED THE CANAL.

OUTWARD—8th September—*Natter (F)* 1st September—*Arawakan*. 21st September—*Olysses*. 25th September—*Emaldi*, *Gleny Strathlay*. 20th September—*Bernaldo Gerda*, *Agapothus*. and October—*Agamenon*, *Chingwou*, *Yloray*, *Brusat Simon*; *October*—*Alfred Glenary*, *Hector*, *Raiden Mrs. David Richmond*. 9th October—*Saint*. 19th October—*Achilles*, *Glenarry*. *Ocean Cornfield*. *Halle*. 16th October—*Palemon Saghalien*. *Howard*.

HOMEWARD—6th October—*Esmouch*, *Famosa*. 9th October—*Bayern*, *Frigea*, *Adria Elax*.

This great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Weak Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Australia :—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all afflicted, and say in my own name. In addition I would say that it is very pleasant to take." The Chemist can supply the Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—(Advt.)

Intimations.

KOPS ARE STILL RUNNING

24 Gold Medals Awarded in 1894 & 1895.



BRIGHT! PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS—WATKINS & CO., HONGKONG.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLES
FORMILITARY
EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on MONDAY, the 19th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th October, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 14th September, 1896. [1506]

NOTICE

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG BRANCH of the NAVY LEAGUE will be held (by permission) in the Chamber of Commerce, CITY HALL, on WEDNESDAY, the 21st Oct., 1896, at 5 P.M.

By Order, E. W. MITCHELL, Hon. Secretary.

Hongkong, 14th October, 1896. [1504]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL BONUS of FIVE per Cent. on CONTRIBUTIONS and a DIVIDEND of FIFTEEN DOLLARS per Share for the year 1895 will be PAYABLE on FRIDAY, the 9th instant.

WARRANTS may be had on application at the OFFICE of the Society on and after that date.

By Order of the Board, N. J. EDE, Secretary.

Hongkong, 8th October, 1896. [1508]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of FOUR per Cent. (ONE DOLLAR AND FIFTY CENTS per Share) for the Six Months ending 30th June, 1896, will be PAID on application to those Persons who are registered as SHAREHOLDERS in the above Company on FRIDAY, the 23rd October, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 23rd instant, both days inclusive.

MEYER & Co., General Managers.

Hongkong, 15th October, 1896. [1599]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

NOTICE is hereby given that SCIP CERTIFICATE No. 364 issued 9th June, 1896, for FIVE SHARES Numbered 6,985/5,986 in the above Office, standing in the Name of Mr. THOMAS STEWART, Jr., of SYDNEY, has been LOST, and should the same not be produced before the 1st instant a NEW SCIP CERTIFICATE will be ISSUED to the said Mr. THOMAS STEWART, Jr., and NO TRANSFER taking place under the said SCIP Certificate No. 364 will be recognized by the Office.

JARDINE, MATHESON & Co., General Agents.

CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 15th October, 1896. [1603]

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

TENDERS will be received by the SECRETARY to the GOVERNOR, Sandakan, on or before 30th November next for the following REVENUE FARMS for 1897:—

OPPIUM FARM.
SPIRIT LICENSE FARM.
PAWN BROKING FARM.
CUSTOMS FARM FOR NORTH BORNEO ONLY.
GAMBLING RESTRICTION FARM FOR NORTH BORNEO ONLY.

For Particulars apply to Messrs. BIRLEY, DALRYMPLE & Co., Agents.

Hongkong, 23rd September, 1896. [1488]

FOR SALE.

The Belgian x 100 A 1 Iron Screw Steamer "ANVERS".

2,586 Tons Reg. Gross, 1,996 Tons Reg. Net. Lying in Hongkong Harbour.

For Particulars, apply to LAUTS, WEGENER & Co., Agents for CAPTAIN & OWNERS.

Hongkong, 22nd September, 1896. [1444]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO".

Captain Hall, will be despatched for the above Ports TO-MORROW, the 18th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFAIR & Co., General Managers.

Hongkong, 17th October, 1896. [1600]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"KAISOW".

E. Warrall, Commander, will be despatched as above on MONDAY, the 19th instant, at Noon, instead of as previously advertised.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 16th October, 1896. [1597]

FOR SHANGHAI.

THE Steamship

"LYEEMOON".

Captain G. Heurmann, will be despatched for the above Port on MONDAY, the 19th instant, at 4 P.M.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 16th October, 1896. [1601]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

(Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORKKOPING, GYDE, DANZIC and KONGESBERG, with transshipment in HAMBURG.)

THE Company's Steamship

"TELENA".

Captain Scott, will be despatched as above on MONDAY, the 19th instant.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 6th October, 1896. [1607]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN and BLACK SEA PORTS.)

THE Company's Steamship

"DOROTHEA RICKMERS".

Captain Pape, will be despatched as above on WEDNESDAY, the 21st instant.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 10th October, 1896. [1581]

NORDDEUTSCHER LLOYD.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Chartered Steamship

"DAPHNE".

Captain Samuelsen, will leave for the above Ports on or about WEDNESDAY, the 21st inst.

For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 6th October, 1896. [1555]



NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"IDZUMI MARU".

will be despatched for the above Ports on FRIDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 7th October, 1896. [1558]

FOR SINGAPORE, PORT SAID AND ODESSA.

THE Russian Volunteer Fleet Society's

First Class Steamship

"SARATOV".

Commander Lieutenant Chuprovitch, will be despatched for the above Ports on or about SATURDAY, the 24th instant.

For Freight or Passage, apply to MELCHERS & Co., Agents.

Hongkong, 16th October, 1896. [1602]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CANTHURGH PORT, RIVER PLATE, &c.)

THE Company's Steamship

"KREMONA".

J. Barber, Commander, will be despatched as above on or about the 24th instant.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 9th October, 1896. [1576]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A 1 American Ship

"SAINT MARK".

Dudley, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 28th August, 1896. [1557]

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"CLAN MACFARLANE".

Templeton, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 9th October, 1896. [1575]

FOR NEW YORK.

THE L. L. 1 American Ship

"WILLIAM J. ROTCH".

Captain S. Lancaster, is loading for the above Port, and will have quick despatch.

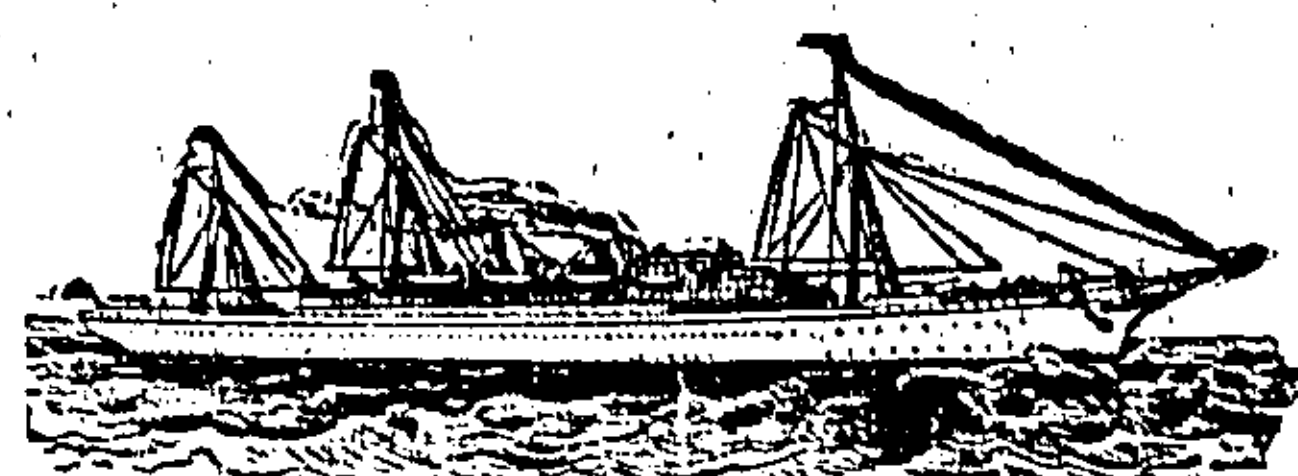
For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 12th October, 1896. [1595]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twice Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Paddis Street.

Hongkong, 30th September, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 27th Oct., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Saturday, 21st Nov., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 8th Dec., at Noon.

THE Company's Steamship

"DORIC".

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 4th November, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight, &c., apply to the Agency of the Company, No. 7, Paddy Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th September, 1896. [1598]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S KAUTZEN'S GENUINE COMPOSITION REPAIR BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [1599]

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 27th Oct., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 11th Nov., at Noon.

Fern (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Sunday, 30th Nov., at Daylight.

THE U. S. Mail Steamship

"CITY OF PEKING".

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 27th October, 1896, at Noon, taking Passengers and Cargo for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

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J. S. VAN BUREN, Agent.

Hongkong, 30th September, 1896. [1598]

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Sole Agents for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [1599]

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 21st March, 1896. [1599]

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 21st March, 1896. [1599]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400. Excellent accommodation